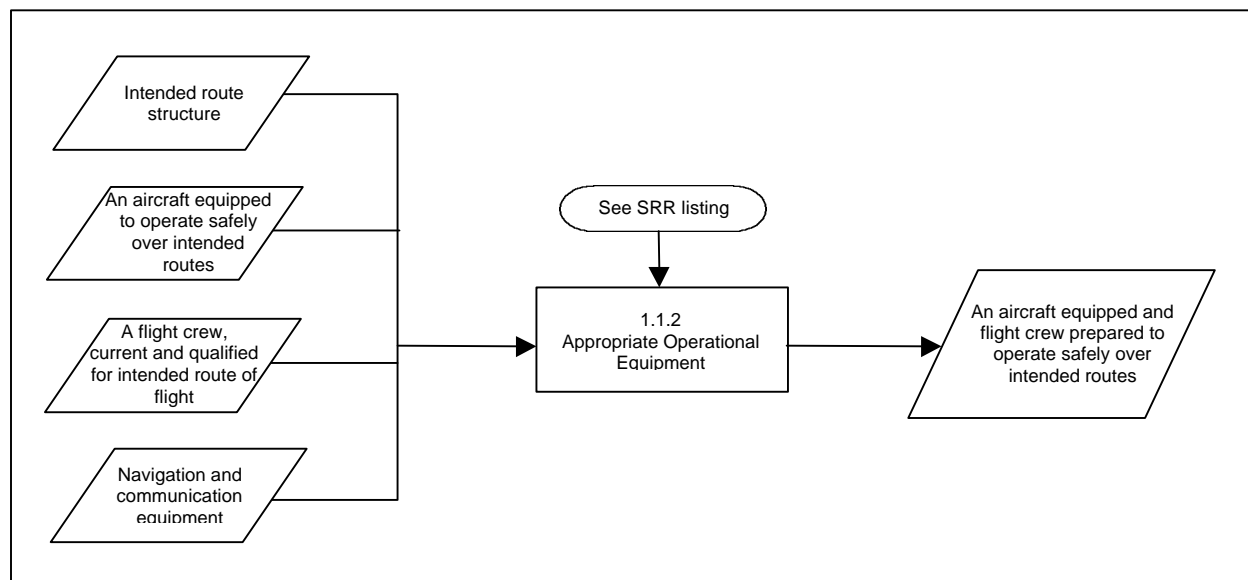


Safety Attribute Inspection (SAI) Job Aid



ELEMENT SUMMARY INFORMATION

Element: 1.1.2 Appropriate Operational Equipment

Functional Statement: To ensure that aircraft are equipped to conduct safe operation over the intended route.

Inputs:

- Intended route structure
- Element 1.1.2 (A/W) An aircraft equipped to operate safely over intended routes
- A flight crew, current and qualified for the intended route of flight
- Navigation and communication (NAV/COM) equipment

Outputs:

- An aircraft equipped and flight crew prepared to operate safely over intended routes

Performance Measures:

- The Air Carrier creates and maintains an accurate document that specifies operational equipment for each make, model and series by intended route.
- Each make, model, and series aircraft is equipped in accordance with the document that specifies operational equipment by intended route.
- The Air Carrier document above includes diagrams showing the specific location of the emergency equipment for each make, model and series aircraft by intended route.

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- All NAV/COM equipment required for the intended route of flight is onboard the aircraft and functioning properly.
- All emergency equipment required for the intended route of flight is onboard the aircraft and has been given a preflight inspection in accordance with the Air Carrier's procedures.
- All route specific required airman information is current and on board the aircraft.

SRR:

- 121.161 (a, b): Airplane limitations: Type of route.
- 121.339 (a, b): Emergency equipment for extended over water operations.
- 121.340 (a): Emergency flotation means.
- 121.349 (e): Radio equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over the top.
- 121.351 (a): Emergency equipment for operations over uninhabited terrain areas: Flag, supplemental, and certain domestic operations.
- 121.549 (a), (b): Flying equipment.
- 91.703 (a)(4): Operations of civil aircraft of U.S. registry outside of the United States.
- 91.706 (a)(1): Operations within airspace designed as Reduced Vertical Separation Minimum Airspace.

FAR and FAA Guidance:

- FAR Part 1: Definitions
- FAR 91, Appendix G: Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
- FAR 121.340 (b): Emergency flotation means.
- FAA Order 8300.10, Volume 2, Chapter 76, Section 1, Paragraph 15 "Conduct FAR Part 121/135 Proving/Validation Tests"
- FAA Order 8300.10, Vol. 2, Chapter 82 "Evaluate FAR Part 121 Extended-Range Operations with Two-Engine Aircraft (ETOPS)"
- FAA Order 8300.10, Vol. 3, Chapter 43 "Monitor FAR Part 121 Extended-Range Operations with Two-Engine Aircraft (ETOPS)"
- FAA Order 8400.10, Volume 3, Chapter 1, Section 4, Paragraphs 131: B37 - OPERATIONS IN CENTRAL EAST PACIFIC (CEPAC) COMPOSITE AIRSPACE.
- FAA Order 8400.10, Volume 3, Chapter 1, Section 4, Paragraphs 135 : B38 - NORTH PACIFIC (NOPAC) OPERATIONS.
- FAA Order 8400.10, Volume 3, Chapter 1, Section 4, Paragraphs 149: B50 - AUTHORIZED AREAS OF ENROUTE OPERATION, LIMITATIONS, AND PROCEDURES.
- FAA Order 8400.10, Volume 6, Chapter 2, Section 9, Paragraph 279: C. Route, Special Airport, Area Qualification Records
- FAA Order 8400.12A "Required Navigation Performance 10 (RNP10) Operations Approval"
- HBAW 94-08 "Policy Changes to the ETOPS Configuration, Maintenance and Procedures Documents"
- HBAW 95-10 "Guidelines for Operational Approval of Global Positioning System (GPS)..."
- HBAW 98-07 "Approval of Aircraft and Operators when RNP10 is Applied"

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- HBAT 94-09 “Engine Change and Verification Flights for Extended Range Operation with Two-Engine Airplanes (ETOPS) – Guidance for Operations”
- HBAT 97-02 “Approval of Aircraft and Operators for Flight in Airspace Above Flight Level 290 Where 1,000 Foot Vertical Separation is Applied”
- HBAT 97-04 “Auxiliary Power Unit (APU) Data Collection”
- HBAT 98-21 “Relief of Icing Fuel Penalties Associated with Critical Fuel Calculations for ETOPS”
- AC-91-RVSM “Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where 1,000 Foot Vertical Separation is Applied”
- AC 120-29 – Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators.
- AC 120-33 - Operational Approval of Airborne Long Range Navigation Systems for Flight Within the North Atlantic Minimum Navigation Performance Specifications Airspace
- AC 120-42, as amended “Extended Range Operation with Two-Engine Airplanes (ETOPS)”- Draft Appendices 6 and 7.
- North Atlantic MNPS Airspace Operations Manual – Seventh Edition

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SRR SPECIFIC INFORMATION

SRR	Intent	Inspectors
121.161 (a)	To prohibit extended over water operations with two or three engine aircraft in excess of one hour, unless it is three engine turbine powered or is operated under ETOPS program.	<i>Certification:</i> Airworthiness <i>Surveillance:</i> ASI
121.161 (b)	To prohibit extended over water operations unless it is certificated in accordance with Part 25 for ditching (except for those aircraft specified in this subsection).	<i>Certification:</i> Airworthiness <i>Surveillance:</i> ASI
121.339 (a) (1-4)	To ensure that aircraft operated in extended over water operations are equipped with: <ul style="list-style-type: none"> - life preserver equipped with locator for each occupant of the aircraft. - Enough life rafts with locator lights to accommodate occupants - At least one pyrotechnic signaling device in each raft. 	<i>Certification:</i> Airworthiness <i>Surveillance:</i> ASI and CSI
121.339 (b)	To ensure emergency equipment is easily accessible and installed in well-marked locations.	<i>Certification:</i> Airworthiness <i>Surveillance:</i> ASI and CSI
121.340 (a)	To ensure the aircraft is equipped with approved life jackets or flotation means during any over water operations.	<i>Certification:</i> Airworthiness <i>Surveillance:</i> ASI and CSI
121.349 (e)	To ensure the Air Carrier's aircraft is equipped with radio communication and navigational equipment capable of long range communication and navigation when operating in extended over water operations. (This only applies to Air Carriers operating aircraft of 10-30 seats and 7500lbs. or less.)	<i>Certification:</i> Avionics <i>Surveillance:</i> ASI
121.351 (a)	To ensure each Air Carrier has the required radio/navigational equipment to assure safe operation for extended over water and in designated uninhabited terrain.	<i>Certification:</i> Avionics <i>Surveillance:</i> ASI
121.549 (a)	To ensure that all required aeronautical charts and approach procedures are on board the aircraft.	<i>Certification:</i> Operations <i>Surveillance:</i> ASI
121.549 (b)	To ensure that each flight crew member has an operable flashlight.	<i>Certification:</i> Operations <i>Surveillance:</i> ASI

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SRR	Intent	Inspectors
91.703 (a)(4)	To ensure that an Air Carrier operating within air space designated as Reduced Vertical Separation Minimum complies with 91.706.	<i>Certification:</i> Avionics <i>Surveillance:</i> ASI
91.706 (a)(1)	To ensure that an Air Carrier operating within air space designated as Reduced Vertical Separation Minimum complies with Appendix G, Part 91.	<i>Certification:</i> Avionics <i>Surveillance:</i> ASI

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Objective:

To determine if the air carrier's Appropriate Operational Equipment process includes safety attributes.

1.1.2 Appropriate Operational Equipment

SECTION 1 - RESPONSIBILITY ATTRIBUTE

Objective:

To determine if there is a clearly identifiable, qualified, and knowledgeable person who is accountable for the quality of the Appropriate Operational Equipment process.

To meet this objective, the inspector will accomplish the following tasks:

1. Review a copy of the description in the manual that delineates the duties and responsibilities of the individual.
2. Review a copy of the individual's resume or work experience.
3. Review the appropriate organizational chart.
4. Interview the individual.

To meet this objective, the inspector will to determine and record answers to the following questions:

1. Is there a clearly identifiable person who is answerable for the quality of the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If yes, provide the name: If no, explain:
2. Does the individual understand the procedures attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
3. Does the individual understand the controls attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment		
SECTION 1 - RESPONSIBILITY ATTRIBUTE		
4. Does the individual understand the interfaces attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
5. Does the individual understand the process measurements attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
6. Is the responsibility of this position clearly documented in the air carrier's Manual(s)?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
7. Are the qualification standards for this position appropriate and documented?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
8. Does the individual meet the qualification standards?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
9. Does the individual know that they have responsibility for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
10. Does the individual know who has authority to establish and modify the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
11. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
12. Best practices/favorable comments:		

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment

SECTION 2 - AUTHORITY ATTRIBUTE

Objective:

To determine if there is a clearly identifiable, qualified, and knowledgeable person with the authority to establish and modify the Appropriate Operational Equipment process.

To meet this objective, the inspector will accomplish the following tasks:

1. Review a copy of the description in the Manual that delineates the duties and responsibilities of the individual.
2. Review a copy of the individual's resume or work experience.
3. Review the appropriate organizational chart.
4. Interview the individual.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Is there a clearly identifiable person who has the authority to establish and modify the air carrier's policies for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If yes, provide the name: If no, explain:
2. Does the individual understand the procedures attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
3. Does the individual understand the controls attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
4. Does the individual understand the interfaces attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
5. Does the individual understand the process measurements attribute associated with the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment		
SECTION 2 - AUTHORITY ATTRIBUTE		
6. Is the authority of this position clearly documented in the air carrier's Manual(s)?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
7. Are the qualification standards for this position appropriate and documented?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
8. Does the individual meet the qualification standards?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
9. Does the individual know they have authority for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
10. Does the individual know who has the responsibility for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
11. Are the procedures for delegation of authority clearly documented for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
12. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
13. Best practices/favorable comments:		

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment

SECTION 3 - PROCEDURES ATTRIBUTE

Objective:

To determine if the air carrier has documented procedures for accomplishing the Appropriate Operational Equipment process.

To meet this objective, the inspector will accomplish the following task:

1. Review the Manual(s) related to the Appropriate Operational Equipment process.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Do written procedures exist to achieve the desired result of the Appropriate Operational Equipment process:

1.1 Do written procedures require the Air Carrier to maintain an up-to-date document that specifies all required operational equipment for each make, model, and series aircraft by intended route? [SRR 91.703 (a)(4), 91.705 (a), 91.706 (a) (1), 121.161 (a), 121.339(a)(1)(2)(3)(4), 121.340 (a), 121.349 (e), 121.351(a)(b)].

- ☐ YES
☐ NO
☐ N/A

If no or N/A, explain:

1.2 Do written procedures require the Air Carrier to track operational equipment on each aircraft including the equipment's inspection status?[SRR 121.339 (a)(b)(c)]

- ☐ YES
☐ NO
☐ N/A

If no or N/A, explain:

1.3 Do written procedures require the Air Carrier to maintain an equipment diagram that identifies the location of removable emergency equipment in each make, model, and series of aircraft? [SRR 121.339 (a)(b)(c)]

- ☐ YES
☐ NO
☐ N/A

If no or N/A, explain:

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1.1.2 Appropriate Operational Equipment		
SECTION 3 - PROCEDURES ATTRIBUTE		
1.4 Do written procedures exist for conducting preflight inspections of emergency equipment specifically required for the intended route? [SRR 121.339 (a, b); SRR 121.340 (a); SRR 121.351 (a) SRR 121.549 (b)]	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.5 Do written procedures exist for conducting preflight inspections of communications/navigation equipment specifically required for the intended route? [SRR 121.349 (a)]	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.6 Do written procedures exist for a preflight verification of airman information specifically required for the intended route? [SRR 121.549 (a)]	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
2. Do the procedures identify: who, what, where, when and how?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
3. Are the procedures in compliance with the FAR(s)?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
4. Do the procedures meet the intent of written FAA guidance?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
5. Does the air carrier have the resources to support the written procedures for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
6. Do alternate procedures exist and do they provide an equivalent level of safety and achieve the same desired result for irregular conditions as the primary procedures (e.g., a manual system used as a result of equipment failure)?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
7. Are the procedures published in different manuals relating to the Appropriate Operational Equipment process consistent?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:

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1.1.2 Appropriate Operational Equipment

SECTION 3 - PROCEDURES ATTRIBUTE

8. Does the air carrier have a documented process in their Manual(s) to assess the impacts of changing procedures for the Appropriate Operational Equipment process?

☐ YES

If no, explain:

☐ No

9. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?

☐ YES

If no, explain:

☐ No

10. Best practices/favorable comments:

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment

SECTION 4 – CONTROL ATTRIBUTE

Objective:

To determine if checks and restraints are designed into the Appropriate Operational Equipment process to ensure a desired result is achieved.

To meet this objective, the inspector will accomplish the following task:

1. Review the Manual(s) related to the Appropriate Operational Equipment process.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Are the following checks and restraints built into the Appropriate Operational Equipment process:

1.1 Does the Air Carrier provide Dispatch/ Flight Following with current information on the status of operational equipment installed on each aircraft?[SRR 121.339 (a) (b)(c), 121.340 (a), 121.349(e), 121.351(a)(b)]

- ☐ YES
☐ No
☐ N/A

If no or N/A, explain:

1.2 Does the Air Carrier have an up-to-date document that specifies the operational equipment needed on board an aircraft (e.g., ETOPS, RVSM, extended over water, lower landing minimums, long-rang communication and navigation equipment. [SRR 91.703 (a)(4), 91.705 (a), 91.706 (a) (1), 121.161 (a), 121.339(a)(1)(2)(3)(4), 121.340 (a), 121.349 (e), 121.351(a)(b)].

- ☐ YES
☐ No
☐ N/A

If no or N/A, explain:

1.3 Does the document that describes removable emergency equipment contain charts that show the location of that equipment.[SRR 121.139 (b)]

- ☐ YES
☐ No
☐ N/A

If no or N/A, explain:

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1.1.2 Appropriate Operational Equipment		
SECTION 4 – CONTROL ATTRIBUTE		
1.4 Does the Air Carrier have a method in place to inform flight crews of route specific limitations, eg. Placarding "ETOPS AUTHORIZED", "RVSM AUTHORIZED", "Extended Over Water Authorized", "Lower Landing Minimums Authorized", "Long-range NAV/COM Equipped", etc. [SRR 121.161]	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.5 Does the Air Carrier have a method in place to indicate to crew members when the next inspection of emergency equipment is due?	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.6 Does the Air Carrier have a method in place to verify the route specific COM/NAV equipment is operating correctly prior to departure?	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
2. Do the checks and restraints ensure the desired result is achieved for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
3. Does the Air Carrier have a documented process in their Manual(s) to assess the impacts of changing the checks and restraints for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
4. Does the Air Carrier have the resources to support the checks and restraints for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
5. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?	<input type="checkbox"/> YES <input type="checkbox"/> No	If no, explain:
6. Best practices/favorable comments:		

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1.1.2 Appropriate Operational Equipment

SECTION 5 – PROCESS MEASUREMENT ATTRIBUTE

Objective:

To determine if the air carrier measures and assesses its process for the Appropriate Operational Equipment process, to identify and correct problems or potential problems.

To meet this objective, the inspector will accomplish the following task:

1. Review the Manual(s) related to the Appropriate Operational Equipment process.
2. Interview appropriate personnel.

To meet this objective, the inspector will determine and record answers to the following questions:

- | | |
|--|---|
| 1. Does the air carrier measure the Appropriate Operational Equipment process to indicate how well it is working? | <input type="checkbox"/> YES If no, explain:
<input type="checkbox"/> NO |
| 2. Does the air carrier's Appropriate Operational Equipment process include the following process measurements? | |
| 2.1 <i>The Air Carrier audits the operational equipment document to ensure its accuracy.</i> | <input type="checkbox"/> YES If no or N/A, explain:
<input type="checkbox"/> NO
<input type="checkbox"/> N/A |
| 2.2 <i>The Air Carrier verifies the status of the aircraft to ensure it is equipped for its intended route</i> | <input type="checkbox"/> YES If no or N/A, explain:
<input type="checkbox"/> NO
<input type="checkbox"/> N/A |
| 2.3 <i>Does the Air Carrier analyze discrepancies discovered during preflight inspections of route specific emergency equipment?</i> | <input type="checkbox"/> YES If no or N/A, explain:
<input type="checkbox"/> NO
<input type="checkbox"/> N/A |

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1.1.2 Appropriate Operational Equipment		
SECTION 5 – PROCESS MEASUREMENT ATTRIBUTE		
2.4 Does the Air Carrier analyze discrepancies discovered during preflight inspections of route specific COM/NAV equipment?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
2.5 Does the Air Carrier analyze discrepancies discovered during preflight verification of route specific airman information?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
3. Does the air carrier document their process measurement methods and results?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
4. Do the process measurement methods appear to be effective?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
5. Does the air carrier use their process measurement results to improve their programs?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
6. Are the process measurement results accessible to the FAA?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
7. Does the organization that conducts the process measurement have direct access to the person with responsibility and the person with authority for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
8. Does the air carrier have the resources to support the process measurement for the Appropriate Operational Equipment process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
9. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
10. Best practices/favorable comments:		

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment

SECTION 6 – INTERFACES ATTRIBUTE

Objective:

To determine if the air carrier identifies and manages the interactions between the Appropriate Operational Equipment process and the other element processes within the air carrier organization.

To meet this objective, the inspector will accomplish the following task:

1. Review the Manual(s) related to the Appropriate Operational Equipment process.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Are the following interfaces identified for the Appropriate Operational Equipment process:

1.1 Aircraft Airworthiness Requirements (Element 1.1.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.2 Appropriate Operational Equipment (Air Worthiness)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.3 Log Book Entry (Element 1.2.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.4 Maintenance Log Recording Requirements (Element 1.1.3)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.5 Aircraft listing (Element 1.2.6)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:

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1.1.2 Appropriate Operational Equipment		
SECTION 6 – INTERFACES ATTRIBUTE		
1.6 <i>Maintenance Program (Element 1.3.1)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.7 <i>Inspection Program (Element 1.3.2)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.8 <i>MEL/CDL Deferred Maintenance (Element 1.3.5)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.9 <i>Outsource Organizations (Element 1.3.7)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.10 <i>Weight and Balance Program (Element 1.3.17)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.11 <i>Flight Attendant Duties/Cabin Procedures (Element 3.1.2)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.12 <i>Airmen Duties/Flight Deck Procedures (Element 3.1.3)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.13 <i>Operational Control (Element 3.1.4)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.14 <i>Lower Landing Minimums (Element 3.1.10)</i>	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment		
SECTION 6 – INTERFACES ATTRIBUTE		
1.15 Dispatch or Flight Release (Element 3.2.1)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.16 Flight/ Load Manifest/weight and Balance Control (Element 3.2.2)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.17 MEL/CDL Procedures (Element 3.2.3)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.18 Training of Flight Crewmembers (Element 4.2.3)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.19 Training of Flight Attendants (Element 4.2.4)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.20 Training of Dispatchers (Element 4.2.5)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.21 Director of Operations (Element 7.1.4)	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.22 Safety Program	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
2. List any additional interfaces identified:		

Safety Attribute Inspection (SAI) Job Aid

1.1.2 Appropriate Operational Equipment

SECTION 6 – INTERFACES ATTRIBUTE

3. Are there procedures to ensure that interfaces occur?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
4. Are there controls to ensure that interfaces occur?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
5. Are the interfaces between the Appropriate Operational Equipment process and other processes treated consistently in the Manual(s)?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
6. Were all observations unrelated to the Appropriate Operational Equipment process satisfactory?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
7. Best practices/favorable comments:	